

March 19th teleconference regarding disabled vessels in the Aleutian Islands and near waters of Unalaska/Dutch Harbor

Purpose:

Take immediate action to address the ability of local assets to rescue disabled vessels by developing a system of equipment and training that is practical and has a clear and measurable definition of success.

Discussion:

The successful rescue of a disabled vessel, whether you hook up and stabilize to arrest its drift, or hook up and actually tow, is dependant on many factors such as the type and size of the disabled vessel, sea and wind conditions, size and horsepower of the tug involved, emergency towing equipment onboard and the urgency of the situation.

We have local assets that are ready and willing to respond to these situations, but they do not have the training and special equipment necessary for the successful rescue of a disabled vessel. We generally have a "window of opportunity" with a disabled vessel, we need to develop and implement a system that makes the most efficient use of local assets and CG resources during such an incident.

Is an emergency tow package that will handle ships under 50,000dwt, and Orville hooks of different sizes to accommodate anchor chains of different sizes the right move? Is it possible to coordinate a training plan with the tugs, USCG and the Alaska Marine Pilots here in Unalaska in the near future? Can the USCG require the 10 shots of chain that is now "strongly recommended" in the Severe Weather Plan for Unalaska? Can the USCG require vessels of a certain size that routinely serve the Aleutian Chain to carry their own emergency tow package? If not, maybe Insurance companies would be interested in making that a requirement for their clients that operate vessels in the AI area.

There are situations which allow us no control at all, ships will still run aground for no apparent reason, they will collide and masters will make bad decisions. All we can do then is respond and clean up the mess. But with a disabled vessel we do have tools available that may increase our chances of a positive outcome, if we can use that window to its best advantage.

A longer term goal would be to develop and implement a comprehensive system of defensive and responsive tools from Cold Bay to Shemya, using the USCG helos to deploy an emergency tow package to the deck of a disabled vessel, or bringing the right size Orville hook to a tug.

This meeting is designed to concentrate on the immediate need here

locally, and then address the correct way to move forward with the long-term goal. I am curious to see if the long-term has a place in the PPOR plan.

I am ready to bring the finished product forward to Council at the March 20th meeting for funding; I am also ready to apply for a Rasmussen grant for the same. I want to get this ball rolling and get the optimum equipment for the rescue of disabled vessels here in Dutch Harbor ASAP.

I will provide the Host Password and open the line a few minutes before 10:00 Monday morning. To join, please provide the host access code.

Thank you again to all for scheduling in this meeting. Talk to you on Monday.

Dial-In Number:	877-336-1828
Host Access Code:	4320456
Host Password:	7472